Finance (Marine) (1924.) Department.

I I C S SERIES.

G.O. No. 151

DATED 25-3-24

[Despatch Abstract.]

Legislative Council Question

Port of Mangalore — Improvem

L.C.O. (iv. 8)—2,000—1-6-21.

QUESTION.—No. 616

1st day of February for the meeting of the Legislative Council ~~to be held on the~~ 1924

SUBMITTED that two copies of this Question may be forwarded to the The Finance Department.

The Question has been admitted.

L.C
O.O. No. 870-4, dated 28/1

28/1

28/1

To

The Finance Department.

ASSISTANT SECRETARY TO GOVT. FINANCE DEPARTMENT

28 JAN 1924

4/28/1/24

2

Council Office.

Session. 22-1-24.

[illegible]

516. Will the Hon. the Member for Bangalore be pleased to state ----

(i) whether it is a fact that, on account of the recent floods in Bangalore, the Hebbal river is being silted up rapidly; ~~rapidly making navigation in the river extremely difficult even for small boats to ply during low tide;~~

(ii) whether it is a fact that the dredger lately used to dredge the bar is unfitted for [illegible] of removing sand from the mouth of the storm water drain connected with the river and is also required urgently for other purposes;

(iii) whether it is a fact that the river-bed near the north [illegible] is in a most insanitary condition, owing to the ever accumulating filth of the municipal drainage, and the foul smell emitting out from the bamboo baskets dumped in the river-bed and also owing to the unbearable stench driven by the breeze from the north-west;

(iv) whether it will not be possible for the Government to keep the river-bed clean and in a perfectly sanitary condition, to avoid the ill-reach of an epidemic in the Municipal area;

3

(5) whether it is a fact that adequate facilities for loading and un-loading merchandise from river-boats at Dacca exist throughout the year and that even in wet weather and rainy season are badly lacking and that in spite of some improvements recently effected to the port, no open water communication is possible in the river, on account of its being constantly silted up to a very great depth and extent; and

(6) whether the Government will consider the advisability of appointing an expert or experts to study the question of improving the port generally and suggest ways and means of effecting it?

Finance (Marine) Dept.

Subject: Leg. Council Question regarding the port of Mangalore.

Reference is solicited to the Legislative Council Question by Mr. U. Rama Rao, the member for South Kanara.

2. Two points are raised by the M.L.C.:

(a) The state of the Netravati river and its effect on the town;

(b) The question of the improvement of the port of Mangalore.

3. The state of the Netravati river: Reference is solicited to para.93 of the Wolfe-Barry report which gives a brief account of this river as also of the Gurpur river. Please see also the sketch map of the port of Mangalore.

If the M.L.C. really refers to the Netravati river, then it is submitted that the port of Mangalore has nothing to do with it. The port is situated on the bank of the Gurpur river.

If the Gurpur river is intended, then the only information we have about the recent floods in it is a report from the Port Officer about it. In para.5 of his report, the P.P.O. says that "the north end of the channel at present in use is silting up gradually" and that later on the old channel will get deeper.

No other information is available regarding the insanitary condition of the river, etc.

4. The question of the improvement of the port: This is one of the ports which was inspected by the Wolfe-Barrys and reported on by them. Their conclusion was that the port must remain as an open roadstead and that the only improvement that coul-

be effected was in improving the lighterage facilities. For this purpose, they recommended the construction of a wharf 600 ft. long and the formation of a new channel 200 ft. wide by 6 ft. deep at low water with training walls on both sides.

After considerable discussion, the Government sanctioned in March 1920 the construction of a retaining wall on the north side of the pier, the object of the retaining wall being to reclaim the land between the retaining wall and the foreshore and also to use the wall subsequently as wharf wall. The estimates amounted to Rs.11,337-13-0.

Again in 1923, sanction was given for (i) the extension of the retaining wall and reclamation north of the pier at a cost of Rs.15,125, and (ii) the construction of a new wall and reclamation south of the pier at a cost of Rs.36,800 (since raised to Rs.40,800)and these reclamation works are proceeding satisfactorily.

The Landing and Shipping Fees Committee itself has recognised the limitations of its port and Mr. Howison wrote on 28-3-1922: "Until foreshore extension north and south of the pier are completed, there should be no question of any attempt to dredge the river or the bar or to train the course of the river as suggested in the report of Messrs. Sir John Wolfe, Barry, Lyster and Partners. The success of these latter works even from the theoretical point of view is problematical and from the point of view of shippers the necessity of same is in no degree urgent and if carried out would involve enormous expense and maintenance. For the present, in my opinion, we must stick to the foreshore and not allow out money to be spent on doubtful projects." It will be seen that even the local people are not anxious for any improvements beyond the reclamations and the extension of the wharf space both north and south of the pier.

5. In the light of the above information, a draft answer is submitted for favour of consideration.

It is for consideration whether the answers to parts (3) and (4) of the question are not matters more for the L.S.G. than for this Department.

S.B.B.
31.1.24

(Telegram from the P.P.O., dated 31-1-1924.)

The telegram from the P.P.O. has since been added to the file. It gives information about the silting up of the Gurpur river. But the question relates only to the Netravati river and the draft answer to part (1) 'The Govt. have no information' may therefore stand.

S.B.B.
31.1.24

Items (3 & 4) are for L.S.G.
Send copy of them.
2 Then put up answer to other portions for G's approval. The amendment to (5) is in reference to P.P.O's telegram at P1 CF

1.2.24

G

Extract of Qn 6 (3) & (4) has been sent to L.S.G. for necessary action.
S.B.B.
1.2.24

Rough draft of a letter herewith. Please send it u.o. to the Harbour Engineer for remarks if he is still in Madras

1.2.24

First ask whether he is in Madras. If so send draft reply & copy Dr.

1.2.24

It has been ascertained from the Harbour

1

Engineers Officer that the Harbour Engineer is returning to Madras from Coconada tomorrow and that he will not leave Madras earlier than Wednesday next.

2. Draft No note to the Harbour Engineer is submitted.

82/2224: 8.2.24

2.2.24

Fin (nav) deptt

Special

No note no nil 24-Dy 2.2.24

Copies of the Legislative council/no Question
616, dt 22-1-24 regarding the Ponty Mangalore
and draft reply thereto may be sent
to the Harbour Engineer who may be
requested to return the draft reply with his
remarks, if any, not later than Monday
(the 4th) evening.

2224

82
2224
8.2.24
5.2.24

X

Special

Office of the Harbour Engineer
to Government.

1 pg.

Ref: Finance (Marine) Department U.O. No. Mis.24-2,
dated 2nd February 1924.

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(B) As I have not been to Mangalore since the passing of G.O. No. 420 Mis., Finance (Marine), dated the 2nd October 1922, which was in effect Government decision on my report No. M.W. 66 P, dated 1st November 1921, I cannot say anything from personal knowledge as to the recent trouble there. I have however seen the Presidency Port Officer this morning and got a rough idea of the conditions at the Port from him.

2. It is of course necessary for me to make a personal examination before submitting a definite report on the subject and I have made all arrangements to go there to-morrow evening (Tuesday). In the meantime, I would suggest that the action of Government be purely tentative, restricting itself to giving facts. I therefore suggest the excision and amendments shown on the attached paper.

R. C. Winstanley

Harbour Engineer to Govt.

To

The Deputy Secy. to Govt.
Finance (Marine), U.O.

W.P. No. 207/24-1
4-2-24.

10

Answer.

(1) The effect of the recent floods was to cause a breach across the foreshore opposite Sultan's Battery a few miles north of the mouth of the Gurpur river. The Government have no information that there has been any silting in the Netravati river itself, ~~but it is probable that the opening of a new bar near Tannir Bhavi, by reducing the flood discharge at the mouth of the Netravati river, will result in a decrease in the depth of the bar at that point.~~

(2) The Government have received no complaints from any of the local port authorities on the subject of the vessels in question, nor indeed from anybody else.

(3) and (4) Local Self-Govt. Dept. to reply.

(5) The facilities are being improved at an expense of about Rs.67,000 by the local harbour authority Landing and Shipping Fees Committee who, however, was advised the extension of the quays before any action is taken in the direction of ~~dredging a deep channel~~ improving the river, the ~~result of which would be very problematical.~~

~~(6) The Presidency Port Officer is now on the spot inquiring into the matter and the Harbour Engineer also is proceeding there.---The following is the latest telegraphic report received from the Presidency Port Officer:-~~

~~" Situation Mangalore harbour Gurpur river end serious.~~

~~" Clay boats which supply tile factories cannot enter.~~

~~" Matter not entirely one for port authorities.~~

Essential

12

– See this department's memo on p & ante and the Harbour Engineer's reply on p 9 ante.

He has sent a revised draft pp10-11 ante answer which is at pages 10 & 11 ante which is mainly restricted to setting forth the facts.

For orders whether it may be adopted.

Mary Broadspeed
2/2/24

8/2
4224
8.8.8
5.2.24

G

I have revised this slightly. Please send over to L & M., and ask them to send us replies to paras 3 and 4 with the least possible delay.

7.2.24

Fin mar no no ms 24-1
7.2.24

L.S.G
7-2-24

03629

Hon. S. (P.W.) Dept

Paras 2 & 4 of question 616 are dealt with in the linked file. After orders are passed in the linked file the case may be returned to Finance (Works) with copy of answer.

Hon
8.2.24

Hon
9.2.24

Fin.

S.
Tyrrell
11/2

11.2.24.

Hon. S. (P.W.) No. 3629-1 P.W.
11.2.24
mar ms 41 12.2.24

13 Mar c 161 G/24

Office of the Harbour Engineer
to Government,

Madras, 5th February 1924.

My dear Brown,

P/P 10-11 Aug

There was one point in the "answers to question" paper you sent me yesterday at which I was rather surprised. It was the reference to a deep channel.

Neither Sir John Wolfe Barrys nor I ever recommended the dredging of deep channels at Mangalore and I have repeatedly pointed ~~this~~ out to the Landing and Shipping Fees Committee and Government in previous correspondence.

I think the idea arose locally that something of the sort was intended; but <u>how</u> it arose has always been a mystery to me.

Yours sincerely,

R. C. Winter

J.B. Brown Esq., B.A., I.C.S.,
Deputy Secretary to Govt.,
Finance (Marine) Dept.

500—16-6-22.

Reference is solicited to the P.S.G. Deptt's note at page 12 ante: The answers to parts 3 & 4 of the Question may be awaited.

2. Please see the D.O. from the Har. Engineer at page 13 ante. In the revised answer, ~~there is~~ no mention is made of 'deep channel'. No further action is therefore necessary.

S.D.D.
73.2.24

Harbour Engineer's report on bungalow was recd. vide ~~wasn't~~ ante

Please see limited file below. The report has not yet been received.

S.D.D.
74.2.24

Fin (Marine) Deptt 15

Extract ~~from~~ notes from a file regarding Legislative Council no 616 of 22-1-24 relating to the Port of Mangalore.

Items (3) and (4) are for L.S.G.

Send copy to them.

J.B.B.

1-2-24.

Extract from Leg.Council question No.616.

Will the Hon.Member for Finance be pleased to state.-

* *

(3) whether it is a fact that the river bed near the port of Mangalore is in a most insanitary condition, owing to the ever accumulating filth of the Municipal drains etc. and the foul smell starting from the bamboo heaps deposited in the river-bed and also owing to the unbearable stench driven by the breeze from the sand-pit;

(4) whether it will not be possible for the Govt. to keep the river bed clean and in a perfectly sanitary condition to avoid the out-break of an epidemic in the Municipal area;

Fin(Mar)Memo No 1151 Mar/24-1
1-2-24

L S G.

L.S.G.
1. 2. 24

02949

VC KMS 1/2

16

L.S.G. (P.16)

W.F.

d. c. G.O. 616 — Insanitary Condition of the river bed near Mangalore

Clause 3

No information is available in this Deptt regarding the insanitary Condition of the river bed near the Mangalore Port. It is observed from the Mangalore Town map placed below that the river is just outside the Municipal limits. Presumably it lies within the limits of the Mangalore TK Kanara D. Board. The town of Mangalore has no system of drainage.

The river is the boundary

Re portion 'B' on page 9 of Council report. (3)

Clause 2

Of the Clause and remarks about the insanitary Condition of the river bed is a fact, action may be taken by both the Mangalore Municipal Council and the South Kanara D. Board. The Municipal Council can take steps to prevent the flow of drains into the river.

Sections 123 and 150 of the Madras Local Boards Act, 1920, provide that the President of the a local board may require with the

approval of the board the owner of any bank, well or water course to fence, repair fill up, clean or drain the same if it is likely to prove injurious to the health of the neighbourhood, ~~and to fill in, remove, protect or enclose any bank or stream etc if it appears to him danger to public health.~~ But these sections will not apply to the present case as they relate to property vested in a private person. Under the local board may however take steps to improve the sanitary condition ~~of the local Board & act relating to private~~ of the river in this case from its own funds. local The health of the inhabitants of the area Concerned is one of the objects on which any local funds can be spent. vide sections 12 of the L.B. Act.

3. If it is considered necessary to pursue the matter, a report may be called for from the C.M.C. Mangalore and the P.D.B. S. Kanara.

4. Subject to orders on the points raised above, a draft reply and a draft answer are submitted. The draft answer after approval may be sent to Trivandrum (Marine) for Consideration.

Hom
8.2.24

The rain is likely

and I am not sure if the direction of the drainage will not any other plan (even if it is possible) will not make matters worse. The Municipality can take such action as regards the harbour basins.

In answer to (3) & (4) I would merely say —

(3). The Govt. have no information

(4) The Municipal Council is responsible for the sanitation of the town.

Finance.
14/2

I agree as above.

14.2.24

Fin. (Mar.).

14/2

Finance (marine) Dept.

The answers to parts (3) & (4) of the Question may be consolidated with the answers to the other parts and the complete answer sent from Finance Dept to the Council Office.

S.B.B.
15.2.24

Govt. Gen.
2949-1P.16
14.2.24

ASSISTANT SECRETARY TO GOVT. FINANCE DEPARTMENT
14 FEB. 1924

Read
S.B.B.
15.2.24

'9

Draft Answer.

1. The effect of the recent floods was to cause a breach across the foreshore opposite Sultan's Battery, in other words, to make an opening by which the Gurpur river can escape into the sea north of the mouth of the Netravati, through which the Gurpur river also used to discharge. The Government have no information yet as to the effect of the opening of the new bar on the Netravati.

2. The Government have received no complaints on the subject of the vessels in question.

5. The local Harbour Authority is doing its best to improve matters at an expense of Rs. 67,000. Its opinion was in favour of the extension of the quays before any action was taken in the direction of improving the river.

6. The Presidency Port Officer and Harbour Engineer have already visited the port ~~and the Harbour Engineer is now proceeding there~~.

Answer to L.C. question No.616.

(1) The effect of the recent floods was to cause a breach across the foreshore opposite Sultan's Battery, in other words, to make an opening y which the Gurpur river can escape nto the sea north of the mouth of th etravati, through which the Gurpur iver also used to discharge. The overnment have no information yet as to the effect of the opening of the n bar on the Netravati.

(2) The Government have received no complaints on the subject of the vessels in question.

(3) The Government have no informatic

(4) The Municipal Council is responsible for the sanitation of the town.

(5) The local Harbour Authority is doing its best to improve matters a an expense of Rs.67,000. Its opini was in favour of the extension of th quays before any action was taken in the direction of improving the river.

(6) The Presidency Port Officer have and the Harbour Engi already visited the port ~~and the Harbour Engineer is now proceeding there~~

(Answers to parts (1),(2),(5) and (6) ~~were~~ approved by the Hon. Sir Charles Todhunter and answers to parts (3) and (4) by the Hon. the Raja of Panagal).

pp 1-2 (I)

The question was answered in the Council on 4.3.24. A supplementary question was asked on the answer to clause (3) which pertains to the L.S.G. Dept. No answer was, however, given. The papers may be recorded. They may be sent to L.S.G. for perusal and return before they are recorded.

17.3.24
L.S.G.

Seen. Thanks
19/3

Finance (Marine) Dept

Mis (Marine)
No Mis 24-24-5
18.3.24

17.3.24
S.G.G.
17.3.24

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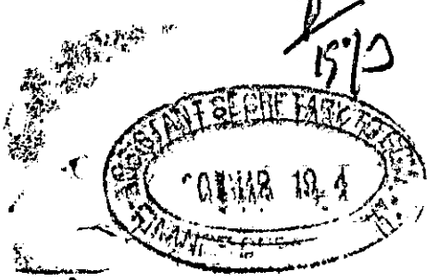
L S Q No 7687-1 P H
18.3.24



Mar 400 G
20.3.24
Abstract
Leg Council Q.

21.3.24
S.G.G.
21.3.24

Port of Mangalore - Improvements - Recorded

Go Mis 151 dy 25 3 24

Recorded.

21.3.24

Marine.

Silting up of the Netravati river in Mangalore.

448 *Q.*—Rao Sahib U. RAMA RAO: Will the hon. the Member for Finance and the hon. the Minister for Local Self-Government be pleased to state—

(1) whether it is a fact that, on account of the recent floods in Mangalore, the Netravati river is being silted up rapidly;

(2) whether it is a fact that the dredger now used to dredge the bar is unsuited for the purpose of dredging sand from the bar and that the steam launch connected with the dredger is also useless for the purpose;

(3) whether it is a fact that the river-bed near the port of Mangalore is in a most insanitary condition owing to the ever-accumulating filth of the municipal drains, etc., and the foul smell starting out from the bamboo heaps deposited in the river-bed and also owing to the unbearable stench driven by the breeze from the sand-pit;

(4) whether it will not be possible for the Government to keep the river-bed clean and in a perfectly sanitary condition to avoid the outbreak of an epidemic in the municipal area;

(5) whether it is a fact that adequate facilities for loading and unloading merchandise from river-boats are badly lacking and that, in spite of some improvements recently effected to the port, no deep water navigation is possible in the river; and

(6) whether the Government will consider the advisability of appointing an expert or experts to study the question of improving the port generally and suggest ways and means of effecting it?

A.—(1) The effect of the recent floods was to cause a breach across the foreshore opposite Sultan's Battery, in other words, to make an opening by which the Gurpur river can escape into the sea north of the mouth of the Netravati, through which the Gurpur river also used to discharge. The Government have no information yet as to the effect of the opening of the new bar on the Netravati.

(2) The Government have received no complaints on the subject of the vessels in question.

(3) The Government have no information.

(4) The Municipal Council is responsible for the sanitation of the town.

(5) The local harbour authority is doing its best to improve matters at an expense of Rs. 67,000. Its opinion was in favour of the extension of the quays before any action was taken in the direction of improving the river.

(6) The Presidency Port Officer and the Harbour Engineer have already visited the port.

Rao Sahib U. RAMA RAO:—"With reference to clause (3) of my question, the Government be pleased to call for the information?"

(No answer.)